

MAY • 1946

The INTERNATIONAL TEAMSTER



Official Magazine

THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS • CHAUFFEURS • WAREHOUSEMEN & HELPERS OF AMERICA

Some More "Free Enterprise"

THE insurance companies are down to the last \$300,000,000 worth of property they acquired through mortgage foreclosures during the depression, according to Roger Budrow, financial editor of *The Indianapolis News*.

This, Mr. Budrow points out, is only 10 per cent of the property they obtained in that way at that time.

In other words, the insurance companies cleaned up three billion dollars' worth of property by throwing families out of their homes and off their farms during the administration of Herbert Hoover.

Now the insurance companies are selling this property at inflated prices caused by big business pressure on the OPA.

They take it away from people during a depression and sell it back to them at high prices during "good times." Then they sit back and wait for the next depression so they can take the property back again.

It's a nice racket and perfectly legal. When anybody tries to make it illegal, the corporations shout that "free enterprise" is in jeopardy.

"Get rid of the OPA!" they demand. "It is destroying the American way of life."

They know that the OPA is the only barrier to inflation. They also know that depressions follow inflation. Therefore, if they can kill the OPA they can sell everything at high prices and when the depression comes they can get it back again. Thus they would have both the money and the property.

And so the pressure continues to raise prices and weaken the OPA. Corporation lobbyists claim that the OPA is inefficient, that it permits black markets and "strangles" legitimate business.

But whenever the OPA asks for enough funds to enforce price ceilings and wipe out the black markets, it is opposed by these same hypocritical corporation lobbyists.

A reactionary Congress listens to the lobbyists and refuses to give OPA the money it needs. They go even further and cut OPA appropriations so low that it is forced to curtail its operations.

Congress is enforcing inefficiency in the OPA. It will not permit the OPA to hire the enforcement agents it needs to run down the black marketeers. And as the OPA is crippled, prices rise higher and higher.

Congress is attempting to make the public believe that the OPA has failed. It has not. It has saved the public billions of dollars. It has kept roofs over the heads of working men, protecting them from real estate profiteers. It can prevent inflation if Congress will let it.

But Congress listens when big money talks.

And three billion bucks ain't hay!

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CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLIII

MAY, 1946

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Good Leaders Can Avoid Strikes

Must Have Courage to Resist Unwise Demands

BY DANIEL J. TOBIN

I AM SATISFIED that many of the strikes that have taken place in recent months might have been avoided by careful management of the affairs of the unions involved and by the leaders of the union exemplifying their leadership by proving that they had the courage to disagree with their members when they believed their members were going too far or asking too much. Or when they believed—as their judgment should have led them to believe—that even though they were right, it would be better for all concerned to pursue the doctrine of compromise.

In other words, as leaders of our unions we cannot expect to get everything that the members believe they should have. Very often we have to take a step backward, which perhaps is the wisest thing to do when conditions warrant such action. A general in an army who refuses to retreat in the face of destruction is a very poor general.

These statements should not be construed as approving the action of the employers, especially General Motors, where the President of the United States appointed an unprejudiced commission; and after that commission made a decision it was the duty of General Motors to follow out the decision of that fact-finding board.

What would be the criticism of labor by the press of the nation if labor took the position that it would refuse to accept the decision of the unprejudiced fact-finding commission?

I commend labor in the General Motors case for accepting that decision, in view of the fact that they honestly believed they were entitled to more than 19½ cents an hour increase.

I do not, however, approve of prolonging the strike even though the men had to surrender the one cent an hour which was in

dispute. I also condemn the General Motors management for refusing to submit the differences between themselves and their workers to arbitration. It looked very much like a defiance of governmental authority, a thorough disregard for the public, and a determination to weaken or destroy the union.

On the other side of the picture, I repeat what I have undoubtedly said thousands of times over the past 35 years, that strikes do not pay and should be avoided if it is humanly possible to avoid them; and furthermore, that a strike should not take place until every phase of the machinery of settlement is exhausted and even then it should not take place unless the union is properly financed and prepared and determined to carry on that strike no matter how long it lasts.

It would have been no use in starting a second front in France against the German armies unless we had ammunition as well as men when we made our thrust at the enemy. Union labor should have funds, leadership, machinery set up for educating the public, publicity departments, and all the other things that are required in modern warfare with capital, because that's what it is—warfare—with a corporation putting its back against the wall, determined to fight until the bitter end, no matter what the consequences may be, with total disregard for the government or the people.

We believe all the machinery for peaceful settlement had not been used when the General Motors strike took place.

Some in the Automobile Workers' Union may say that it is none of our business, that they are running the affairs of the union. That's true to a certain extent, but it is our business because every time a labor union makes a mistake or loses a fight, it weakens

the whole structure of organized labor.

But out of all this will come clearer skies and better preparation in the future for labor and labor leaders before entering into a lengthy conflict with a gigantic, billion-dollar corporation.

You can rest assured that for any mistakes that labor might have made—if they made any mistakes in all this controversy—they will benefit in the future from those mistakes. We also believe that capital will benefit from its mistakes, such as its refusal to either arbitrate or negotiate sincerely and honestly towards preventing stoppages of work where the whole country indirectly is involved.

We have many requests for the endorsement of strikes that we refuse simply because it isn't expedient to endorse a strike in a certain industry at a certain time.

For instance, we had a request for strike endorsement in building material yards and on excavating jobs when there was no build-

ing material and where there was no excavating to be done.

We refused to grant the endorsements because we refused to be a party to permitting men to cut their own throats. We know we are misunderstood by such refusals, but we cannot expect everyone to agree with us.

We also know that in many instances where we refuse endorsements for strikes, that the strikes are justified under normal conditions, because the men are driven to their last resort when the employers refuse to even talk to the representatives of the union. But if the business is at a standstill, the men would be doing a favor to the employers by quitting work.

Don't let us be foolish and lose our heads, calling a strike when there is nothing doing in the plants and when there is no hope of business picking up immediately. Better wait until the opportune moment comes and when business picks up, that's the time to strike.

Candidates Must Accept Election Results

BY DANIEL J. TOBIN

IF THERE is anything that displeases and disgusts me, it is the grumbling of men who have been candidates for office in their local unions and who are dissatisfied with the election when they are defeated.

The real soldier accepts the orders and the laws governing the department in which he is serving.

A real union man accepts the decision of the majority in a local union when they cast their vote in favor of certain candidates.

Anyone can laugh and smile when they are victorious, but it takes a real man who observes his obligation to accept defeat. Remember, you can always come back and be a candidate at the next election. Yes, I know that the next election may not be for two or three years, but you can wait, and if the local by-laws are unreasonable in the periods of election, you can amend the by-laws.

But don't go out squawking and grum-

bling because you were defeated, and don't go out crying like a baby that there were votes cast that were questionable. That is the old cry of the coward who will not accept the decision of the majority.

We have very few protests on elections in our unions, but every so often we have a cry-baby protest, which we dislike.

The International Union has no interest in who is elected to office in the local unions, except that we want men of honor, decency and good character elected to represent our unions.

If there is anything like dishonesty prevailing in the election, the defeated candidates have the right to take the matter up to the local union at its regular meeting and enter their protest and have the local union instructed to take the matter up to the joint council of Teamsters, who will make their decision, and the decision of the joint council should be observed and obeyed.

Senate Favors Higher Home Prices

Votes 41 to 33 Against Ceiling on Existing Homes

AFTER weeks of stalling during which the construction of new homes for veterans was delayed at the rate of 3,000 per day, the Senate passed the federal housing bill.

But it eliminated one of its most important provisions to prevent inflation in real estate. The Senate voted 41 to 33 to kill the ceiling price for existing houses and lots.

In doing so, the Senate voted in favor of real estate speculators and against war veterans and others of low income who desperately need homes.

The bill originally provided that the price at which a house or a lot sold after the bill became law would be its ceiling price. It did not reduce present inflated values. It merely prevented them from going higher.

But 41 senators wanted them to go higher and removed this provision from the bill.

The ceiling price on homes already built would have stopped people from buying homes in order to sell them at a profit to someone else. It would have confined the sale of homes to those who needed them and intended to live in them.

By taking existing houses off the speculative market, the housing shortage would have been relieved for those who want to rent, instead of buy.

The present shortage of houses has dras-

tically reduced rental property because owners are seizing the chance to sell them at inflated values to speculators who sell them again and send prices still higher.

As long as houses already constructed and building lots continue to rise in price, the veterans suffer. And so does everybody else except the speculators.

Senator Revercomb, of West Virginia, proposed the elimination of house and lot ceilings. He admitted he was in favor of speculative buying which inflates values. He said everyone who bought a house should have the chance to sell it at a profit.

Revercomb was not impressed by the reply of Senator Barkley of Kentucky that for every person denied the right to make a profit, 1,000 would be evicted from their present homes.

That was o. k. with 41 senators. They put it over.

On the opposite page is the roll call on this important measure.

If the names of either or both of the senators from your state do not appear on this list, they were absent. Twenty-two senators avoided casting their votes on the amendment, enough to have changed the outcome of the vote. Some of them may have been necessarily absent. Probably most of them just ducked it.

Free Enterprise in the Unorganized South

Do you know:

That 46 states have a higher per capita income than Alabama—

(Average income in Alabama, \$470; in nation \$1,041).

That 69 per cent of Alabama's people live on farms and receive an annual average income of \$335—

(96.3 per cent of all Alabama farmers receive an average of \$278 a year; 3.7 per cent large operators, average \$1,794 a year).

That the average public school expenditure in the nation is \$103.49 per pupil per year; in Alabama it is \$41.97—

That of Alabama's 4,061 public schools, 1,409 are one-teacher schools—

That in Alabama 66 per cent of the dwelling units have no running water, 57 per cent have no inside toilet, and 75 per cent have no bath-tubs or showers—

That in Alabama in 1944 19 per cent of the adult citizens voted, compared to 61.9 per cent in non-poll tax states—

—*Mobile Labor Journal*.

These Voted for Real Estate Profiteers

DEMOCRATS

Theodore G. Bilbo, Mississippi.
W. Lee O'Daniel, Texas.
Burton K. Wheeler, Montana.
Harry F. Byrd, Virginia.
E. P. Carville, Nevada.
Peter G. Gerry, Rhode Island.
Clyde R. Hoey, North Carolina.
Olin D. Johnston, South Carolina.
Pat McCarran, Nevada.
Ernest W. McFarland, Arizona.
Kenneth McKellar, Tennessee.
John L. McClellan, Arkansas.
Tom Stewart, Tennessee.
Elmer Thomas, Oklahoma.

REPUBLICANS

Warren R. Austin, Vermont.
Joseph H. Ball, Minnesota.
Owen Brewster, Maine.
Styles Bridges, New Hampshire.
C. Wayland Brooks, Illinois.

C. Douglass Buck, Delaware.
Harlan J. Bushfield, South Dakota.
Arthur Capper, Kansas.
Guy Cordon, Oregon.
Chan Gurney, South Dakota.
Thomas C. Hart, Connecticut.
Albert W. Hawkes, New Jersey.
Bourke B. Hickenlooper, Iowa.
Eugene D. Millikin, Colorado.
Clyde M. Reed, Kansas.
Chapman Revercomb, West Virginia.
Edward W. Robertson, Wyoming.
Leverett Saltonstall, Massachusetts.
Henrik Shipstead, Minnesota.
H. Alexander Smith, New Jersey.
William A. Stanfill, Kentucky.
Robert A. Taft, Ohio.
Arthur H. Vandenberg, Michigan.
Kenneth S. Wherry, Nebraska.
Alexander Wiley, Wisconsin.
George A. Wilson, Iowa.
Milton R. Young, North Dakota.

These Voted for War Veterans

DEMOCRATS

Charles O. Andrews, Florida.
John H. Bankhead, Alabama.
Alben W. Barkley, Kentucky.
Frank P. Briggs, Missouri.
Sheridan Downey, California.
J. William Fulbright, Arkansas.
Theodore F. Green, Rhode Island.
Joseph F. Guffey, Pennsylvania.
Carl A. Hatch, New Mexico.
Carl Hayden, Arizona.
Edwin C. Johnson, Colorado.
Harley M. Kilgore, West Virginia.
Warren G. Magnuson, Washington.
Burnet R. Maybank, South Carolina.
Brien McMahon, Connecticut.
James M. Mead, New York.
Hugh B. Mitchell, Washington.

Abe Murdock, Utah.
James F. Murray, Montana.
Joseph C. O'Mahoney, Wyoming.
John H. Overton, Louisiana.
Claude Pepper, Florida.
Glen H. Taylor, Idaho.
Elbert D. Thomas, Utah.
James M. Tunnell, Delaware.
Robert F. Wagner, New York.

REPUBLICANS

George D. Aiken, Vermont.
Homer E. Capehart, Indiana.
Forrest C. Donnell, Missouri.
William F. Knowland, California.
William Langer, North Dakota.
Wayne Morse, Oregon.
Robert M. La Follette, Wisconsin.

Hitler and Mussolini could not have precipitated this World War if it had not been for the aid they received from the big bankers and their allies, the industrial overlords. Now we are once more laying plans for peace and economic stabilization. Will we permit our financiers and industrialists, hungry for profits, to pave the way for another World War, as they certainly paved the way for this World War?—*Electrical Union World*.

Maximum Production Is Essential

President Tobin Urges West to Keep 'em Rolling

The following message was sent by President Tobin to the Western Conference of Teamsters, which opened its annual meeting in Seattle on April 1.

Western Conference of Teamsters,
Mr. Dave Beck, Chairman,
Seattle, Washington.
Greetings:

In behalf of the International Union, I am sending greetings to the Western Conference of Teamsters. It is my hope that your meeting will be successful and that out of your conference will come the settlement of all the problems that confront you.

There are many problems requiring statesmanship in their solution, and I am confident that the officers in the area west of the Rocky Mountains will show the same ability in peace that they showed in war by keeping the wheels rolling and our men at work.

During the present unsettled condition of the nation and the world, it is imperative that there be as few strikes as possible and that industry be allowed to operate at maximum capacity in supplying the huge demand that piled up during the war years when the manufacture of munitions and supplies for the armed forces was our first order of business.

I have been pleased to note that you have been successful in improving the conditions of our members without work stoppages and without paralyzing industries upon which many communities depend for their economic livelihood.

It is my hope that you continue to pursue this policy with the same excellent results. I realize fully that in some instances there is no other recourse but to strike because of deliberately provocative tactics by employers who refuse to carry out their contracts or to negotiate with the union.

But I also realize, as you must, that every time an industry is closed down it furnishes

ammunition for our enemies and adds fuel to the flames of labor prejudice.

Many times we are the victims of raids by dual organizations. It requires the greatest patience and ability to protect our interests without a work stoppage, which is often what the dual organization attempts to provoke.

Any organization which adopts such methods is a greater menace to labor than the hostile employer because when an industry is closed down through a conflict between two unions, then our enemies in Congress burst into full cry and demand legislation such as the Smith-Connally Act, the Hobbs Bill and the Case Bill.

Frequently Congress is swayed by such propaganda. Remember that the Smith-Connally Act passed both houses of Congress in spite of its veto by President Roosevelt.

Remember further than the Hobbs Bill and the Case Bill passed the House and that while they may not pass the Senate, the Senate may bring out an amended measure of its own that will include some of the dangerous features of both bills.

Labor today has less influence in Congress than in any previous period since 1932. We are in definite danger of repressive legislation. Our only hope to escape it is to avoid supplying our enemies with ammunition to shoot at us and to turn out at the polls in such force next November that our enemies will be defeated.

While we are defeating our enemies, we must not forget our friends—the men and women who stood loyally for us, ignoring the pressure and attacks of the powerful interests seeking to fetter us.

For the information of our members we have printed in our monthly journal the names of the men and women who fought for us on the Hobbs Bill and the Case Bill. We must remember them at election time and send them back to Congress to continue the great work they have done for us.

If our friends are defeated next November our enemies will take heart. They will construe it as a mandate from the people to enact more laws restricting labor.

During the crises of war and peace, you on the West Coast have been able to hold your own and to contribute your share to the phenomenal growth of our union in all parts of the country. Our membership has now reached the greatest point in its history. Our February membership stood at the tremendous total of 773,510.

This shows the true strength of our union with all sections of the country working together in harmony to achieve the progress upon which the welfare of the workers depends.

We are functioning today and have always functioned in a truly American manner in contrast to the alien philosophies which dominate some of the dual organizations seeking to raid our membership.

We will continue to function in that American way, confident that our membership will continue to grow under the principles of the International Brotherhood which has fostered and created your unions.

The day when there will be no strikes is not here, but it is coming, and only those leaders who have gained courage and ability to bring about settlements of controversies without work stoppages will survive within unions during the next few years.

Our union has shown that difficulties with employers can be ironed out and a just agreement reached without either side injuring the other.

Our great progress is due in no small part to the tireless night and day work of the officers of our unions in the West. The keynote of that progress is unity and confidence in one another as well as loyalty to the International Union and a strict observance of its laws and constitution.

I feel there is no need of bidding you to keep up the fight. Fight honestly, openly and decently and continue in the future as you have in the past to serve those who have entrusted their affairs into your hands.

I am satisfied that a year from now we will have cause to rejoice because we have served our general membership faithfully and that we will continue to serve with fervor and statesmanship until we are succeeded by other men to carry the banner of our union gloriously onward.

God speed you in your work.

Faternally yours,

DANIEL J. TOBIN,
General President.

Housewife Cleans Shelves of Morgan Cans

When we reported that the Morgan Packing Company of Austin, Ind., had been fined for its 24th violation of the federal pure food laws, it aroused Mrs. George H. White of Malden, Mass., whose husband belongs to Local No. 379.

"I wish to congratulate you on your recent article about Morgan products," she wrote. "It certainly struck a responsive chord in this household and never again shall I serve my husband any of these foods.

"Morgan's first sin I would have forgiven but such recurrent incidents call for effective action from we housewives, who, after all, are generally the food buyers.

"I hope you don't mind my reading your magazine."

Mind? On the contrary, we're complimented. If the wives of all Teamsters responded like Mrs. White, the Morgan company would have been forced to clean up its labor policy as well as its products long ago.

Propaganda can't do much harm if it is labeled "propaganda." It becomes dangerous when it is passed out as news or comment by "experts."

—The Union Leader, Chicago.



TREASURY DEPARTMENT

WASHINGTON 25



March 20, 1946

Mr. D. J. Tobin, President
Brotherhood of Teamsters
Chauffeurs and Warehousemen
222 East Michigan Street
Indianapolis 4, Indiana

Dear Mr. Tobin:

It is the wish of the Secretary that the men and women who gave more than ordinary assistance in behalf of the several War and Victory Loan campaigns be given a lasting token of appreciation for their contribution to the great national success of the war financing effort.

I have the pleasure of presenting to you the Treasury Silver Medal Award, an honor justly deserved for your distinguished service to the Treasury.

Sincerely yours,

V. L. Clark

Vernon L. Clark
National Director
U. S. Savings Bonds Division



Teamsters Invite Brewery Workers Will Charter Locals and Recognize Existing Contracts

WE HAVE received notice through the publication of the International Brewery Workers' Union that the general executive board of that organization has voted to recommend to the membership that they affiliate with the CIO.

We are sorry for this action on the part of the executive board of the Brewery Workers. The recommendation of the general executive board is to be submitted to the general membership to vote on. We are hopeful that the general membership will not sustain the general executive board. It is, however, our belief that the membership will follow the board and vote to affiliate with the CIO.

This we desire to say: that we shall make every effort humanly possible to encourage the membership of the Brewery Workers' Union to come back to the American Federation of Labor by affiliating with the International Brotherhood of Teamsters.

It is possible that there may be confusion, and maybe some of the CIO representatives will bring on unpleasant situations, and if we are forced to protect our jurisdiction of drivers, warehousemen, helpers and others employed in breweries, we shall do so with all the power and strength with which the International Brotherhood of Teamsters is possessed.

We repeat that we hope the executive board of the Brewery Workers will not be sustained, but we feel that they will be.

To any local union of Brewery Workers, composed of inside or outside employees, we say this: You can apply for a charter now and receive that charter for your present jurisdiction from the International Brotherhood of Teamsters.

We will not interfere with your contracts until they expire. We will not interfere with your local officers who are duly elected. We will not interfere with your finances, your funds or your properties.

We want your membership because we

believe we can be helpful to ourselves and helpful to the men engaged in the brewery industry.

We have over 70 local unions of brewery workers that affiliated with us during the past several years. We refer you to any one of those local unions that have come into our International, and if any one of those unions will not assure you that they are better off now than they were when they were with the Brewery Workers, then we say to you that we apologize for these statements; and we further say to you that you can leave the International Brotherhood of Teamsters any time that you are dissatisfied with the way you have been treated. We promise to give you full local legal rights.

Any Brewery Workers' union that desires can contact our representative in Chicago, Ray Schoessler, whose address is 216 South Ashland Boulevard, or any of our local unions of Brewery Workers in New Jersey or in the States of Washington or Oregon or in many other places, and those men who were members of the Brewery Workers for years, every one of them we guarantee will assure you that under no circumstances would they want to return to the Brewery Workers' International Union.

The brewery industry is being hit hard nowadays and it will be hit much harder as time goes on. There is a reform wave again sweeping the country towards prohibition.

The strength and power and influence of the International Brotherhood of Teamsters with more than 750,000 active, aggressive, militant members and its enormous resources of over \$15,000,000 without any obligations or liabilities are assets to be considered by the Brewery Workers.

In addition to this, our employers, public officials and business men in general have the highest regard and consideration for the manner in which the International Union of Teamsters carries out its contracts and respects the rights of both the public and their

employers, at the same time advancing and protecting the conditions of their membership without unnecessary strikes or stoppages of work.

The cost of affiliation with the International Brotherhood of Teamsters is much lower to the local unions of the Brewery Workers than it was, or is now, with the Brewery Workers' International Union or with the CIO. The per capita tax of the International Brotherhood of Teamsters is only 30 cents a month per member. The Brotherhood of Teamsters has never levied an assessment on its membership.

The Brotherhood of Teamsters gives financial strike protection, gives legal protection, has legislative, statistical and research departments for which no extra charge is made on affiliated locals, all coming out of the one cent a day per capita tax.

The initiation fee paid to the International averages about \$1 per member for new initiations even though the initiation fee charged by the local to the member may be \$25.

For rendering service at the lowest pos-

sible cost to affiliated members or locals there is no organization that compares with the International Brotherhood of Teamsters. The Brotherhood of Teamsters has substantial influence, because of its numerical strength and because of its affiliation with the American Federation of Labor, with the National Building Trades Department and with every other department of labor which is a part of the original great labor movement of our country, the American Federation of Labor.

Our door is open for Brewery Workers' local unions in whole or in part to apply for affiliation with the International Brotherhood of Teamsters, and a written guarantee will be given to them that their membership, their officers, their funds or their contracts will not be interfered with.

The address of the International Union is:

222 East Michigan Street,
Indianapolis 4, Indiana,

Daniel J. Tobin, General President,
John F. English, Acting General
Secretary-Treasurer.

Local No. 784 Wins Nebraska Election

E. F. Noble, secretary of Local No. 784, reports that the Teamsters' Union was successful in obtaining a substantial majority of votes in an election conducted by the National Labor Relations Board among the employees of the Military Chemical Works of Grand Island, Neb., on April 3 and 4.

This election was won despite the fact that the day before the election the company wrote a letter to all employees telling them all the benefits they had received from

the company and what a wonderful company it was to work for. The union admits that it had some effect on some of the employees but not enough, as the company hoped, to cause the union to lose the election.

Negotiations have begun along the lines of the contract now in force with this same company in their Pittsburg, Kansas, plant. This election involved 154 production employees. — *The Mid-State Labor Bulletin, Grand Island, Neb.*

Union Contracts Protect 14 Million Workers

Stop and think about the tremendous strides organized labor has made during the past five years. Over 14,000,000 workers are now protected by union pacts. This is an increase of approximately 51 per cent since 1941.

In manufacturing industries about 70 per

cent of the production workers were covered by agreements last year.

There has been a particularly impressive increase in the number of industries that now are practically 100 per cent under the trade union banner.

—*Labor World, Alton, Ill.*

La Follette Hits Red Hysteria

Pro-Russians and Anti-Russians Hinder U.S. Policy

BY CHARLES M. LA FOLLETTE

Congressman from Indiana

The following appeal for a sensible attitude toward Russia was heartily applauded by an audience of union men and war veterans in Indianapolis last month. Mr. La Follette spoke as the guest of the American Veterans' Committee. He is a candidate for the Republican nomination for United States senator with the backing of all segments of organized labor in Indiana. The Republican state convention will choose between Mr. La Follette and a reactionary candidate on June 13. What labor does in November depends on what the Republicans do in June. Watch them in your state!

THE PEOPLE of the United States have come out of the war faced with the existence of Russia as a state whose soviet system held up under the impact of war, and survived that impact. It is true that much material assistance was given to Russia from this country, a fact which we should neither ignore nor overemphasize in appraising the capacity of the soviet system to survive.

The existence of that nation operating under that system seems to have had a most peculiar effect upon the American people. In fact, it appears to have hypnotized some of them, and destroyed their capacity for objectivity. This inability to achieve objectivity is easily observable.

Among those people who occupy what we now call the "extreme right," we find the paralyzing fear that the existence of that nation with that system violently endangers their possession of, and their control over, the economy of the country. From this group spring the Russophobes, who find aggression in every act of the Soviet Union, and Communism in every proposal seeking to find democratic solutions for our domestic, social, and economic problems.

They denounce all who propose, or support, such solutions as "Reds" and Communists. They throw these words around wildly and blindly, like a child throwing its fists when frightened from sleep. Such people are the greatest menace to the develop-

ment of the democratic way of life and economy in America.

On the other extreme, we have the Russophiles, who also render dis-service to American-Russian relations by becoming apologists for every known act of Russian foreign policy, and every reported operation of Russia's domestic economy, to a degree which at times appears to the intelligent American, who is attempting to be objective, to be so irrational as to challenge the credulity of the most credulous.

These people, by their apparently irrational apologies,

furnish the Russophobes with ammunition which they in turn hurl violently at all of us who are honestly attempting to find, and create, a peace-producing American policy toward the Soviet Union — a policy which will enable that country to live in the world without fear of being subjected to external aggression, designed to force its people to abandon their way of life, or to



Charles M. La Follette

prevent them from having the fullest opportunity for development of their theories and economic ideas within their own land.

Those of us who want this peace-producing policy are not appeasers, nor are we advocates of a "get-tough" policy. Rather, we desire to be impartial if possible; to acknowledge once and for all that our country, and other countries, in the past have used methods which we do not want to see used by our own country, or by Russia, at this late date in history.

We do not deny these past errors, but we firmly believe that nothing can be accomplished by justifying a new use of wrongful methods simply because they are no more wrongful than those which have been used in the past. We want to correct present errors of our own governments, and propose new methods calculated to eliminate any necessity on the part of Russia for resorting to methods, in this present day, which experience in the past has proven imperialistic, anti-democratic, and conflict-producing.

We want to make every effort to produce this situation, and when we have done so, then we shall demand for ourselves the pledge that we shall enjoy a like freedom from aggressive Russian nationalism, and aggressive extension, by wrongful means, of Russian ideology into other lands, and particularly into our own.

In our land, we specifically do not admit that American proponents of Communism have a monopoly upon all progressive thinking. We will not be driven from our support of legislation or proposals, which we believe are calculated to extend the underlying democratic ethic upon which our nation was founded, into new areas of social consciousness, economic activity, and racial understanding, merely because American Communists ostensibly support these things, and American reactionaries, therefore, scream "Red" and "Communist" indiscriminately at all supporters of such legislation.

Specifically, we ask of all Americans that Russian national needs, and therefore, Russian foreign policy, be measured by a geographical or economic yardstick and not an ideological one. Both the Russophobe and

the Russophile fail to separate Russia as a nation from Communism as an ideology.

The present confusion which exists in the American mind, when considering Russo-American relations, arises out of this failure to divorce these two things. Therefore, we ask the Russophobes to cease denouncing every Russian attempt to solve Russian national geographic and economic limitations, as Communistic aggression; and the Russophile to cease justifying wrongful means, when they are adopted by Russia, to obtain these national objectives under the mistaken idea that they are thereby defending Russian social and economic ideology, and, incidentally, satisfying their own necessity to believe that those things are infallibly right.

On domestic issues, we ask the Russophobe to cease obstructing the development of an economic and racial democracy in America by screaming foreign ideology at every legislative effort to produce it. We ask the Russophile to get out from under our feet, and to quit cluttering up our way as we attempt, here, to see whether or not we can develop in this, our country, an economic and racial democracy based upon the Judeo-Christian ethic, which can be superior to that which they blindly worship as the Russian system, without too much real information as to its actual operation.

For we also desire a better way of life; we also intend to eliminate the evils of monopoly, capitalism, and the economic feudalism it has produced. But we demand that we be allowed to do so without having our every action tested by the hoary dogmas of the past; our characters assassinated, and our motives impugned by those who blindly live in mortal dread.

What I am asking, and what I think the American citizen is asking, particularly a citizen who has but recently become a veteran, is an opportunity for peace to exist in the world in which the peoples of this nation, of Russia, and of every nation shall have an opportunity to get to work at the great task of producing a finer way of life. We also ask that all people with preconceptions, gross prejudices and dogmas cease obstructing us as we work to produce this better world.

Police, Judges Blamed for Accidents

Failure to Enforce Traffic Laws Causes Highway Hazards

BY MICHAEL C. GRANAT

President, Indianapolis Joint Council No. 69

SOME 125,000 members of the International Brotherhood of Teamsters are returning from the dangers of foreign battle areas to the "safety" of their home highways and byways.

Maybe the byways are safe, but not the highways.

In fact the casualty rate on American highways today is comparable to that of American troops in battle. Our highways are not safe. They are a constantly increasing hazard.

Before World War II we were killing each year almost as many people as the American Expeditionary Forces lost in action in World War I. Unless the death toll is checked, we will soon be losing more lives on our highways each year than we lost in action in World War II.

This is a question of grave concern to a union like ours, the bulk of whose members earn their livelihood by driving on highways and city streets.

Every time a truck goes into the ditch, one of our members goes with it. Many times he doesn't climb out of his cab after the accident. He is carried out. Sometimes he is burned beyond recognition.

We want to keep our men out of the hospitals and cemeteries and on the highways. That's why we are interested in highway safety and why we are eager to do anything possible to reduce the hazard of the highways.

There are many aspects of safety. The chief cause of accidents is the carelessness, recklessness or incompetence of the private car drivers. These drivers should be made careful and competent or they should be put permanently off the road.

This brings us to the question of traffic law enforcement. The traffic toll is primarily an indictment of state and city police

departments, traffic courts, prosecuting attorneys and state legislatures.

It is too easy to get a driver's license and it is too easy to keep it.

And it is also too easy to drive a car without a license. We see repeated instances of a reckless driver arrested after an accident who has no driver's license. Frequently he gets off with a light fine.

Many motorists drive cars they know to be mechanically dangerous. Some time ago in Indianapolis a woman was arrested for killing a child. The police found that the car had practically no brakes at all and charged her with driving with defective brakes.

But the judge dismissed the charge because he said it was not proven that if she had good brakes she could have avoided killing the child. With this kind of perverted judicial reasoning, it is not surprising that reckless persons drive cars with no regard for the safety of others.

The woman was driving a car under conditions that made her criminally negligent. She killed a child. And the judge said it was all right because she would probably have killed the child anyway.

Such a decision encourages criminal irresponsibility by drivers and lax enforcement by traffic officers. Officers who track down a hit-run driver after great effort only to see him released with a small fine are likely to give less attention to the next case, knowing that the judge will make a mockery of their work.

Such judges are as great a contributing factor to highway accidents as reckless drivers. They don't belong on the bench any more than the reckless drivers belong on the highways.

To cope with such judges, legislatures should adopt state traffic codes prescribing

rigid penalties for such offenses and making mandatory the permanent cancellation of licenses for those convicted a second time of reckless driving or drunken driving.

Periodic tests should be made of persons holding drivers' licenses to determine whether they are still physically and mentally fit to operate an automobile.

And there should be sufficient officers on traffic duty in all states to enforce the motor vehicle laws.

Trucks and truck drivers are subject to rigid regulations. As a class, truck drivers are the best and safest drivers on the road and their equipment is kept in the best condition.

But a minority of safe and expert drivers cannot be expected to reduce the traffic toll. A truck driver can avoid running into someone else but he is helpless when a reckless automobile driver crashes into him.

Many truck drivers have been killed and injured critically by taking to the ditch to avoid an automobile violating every rule of traffic safety and common sense.

Even if the truck driver escapes injury, his driving record is marred and his equipment and cargo are badly damaged.

When a shipper finds his cargo in a ditch or burning on the highway, he does not blame the reckless driver who caused the accident. He blames the company that carried it.

Not only does the company lose a customer but the entire motor freight industry loses one, in many instances, because the shipper thinks highway freight service is too hazardous. And the railroads gain another customer.

Too much stress in highway safety has been laid upon the motor fleets and drivers of commercial freight lines. It is desirable to improve the accident records of commercial vehicles but they cannot be reduced greatly below their present level unless other users of the highways are compelled to exercise the same care the truck driver does. And to keep their equipment in the

same shape the commercial operator does.

Some time ago the highways of the southern states became so hazardous that the Teamsters' Union sent checkers out on some of the principal arterials.

They discovered an astounding disregard for traffic laws and personal safety. On one stretch of 60 miles at night they found 61 out of 97 passing cars without proper headlights.

On another road they encountered 51 cars with only one headlight. Some of them were so dim the motorist could not drive safely while others were so badly out of focus that they blinded drivers coming from the opposite direction.

As a result of their survey, the Teamsters appealed to law enforcement agencies of the southern states to do something.

Their appeal might as well have been addressed to the emperor of Japan. Nothing was done. Under such circumstances it is not surprising that traffic deaths and injuries are increasing to appalling heights.

The Teamsters in many parts of the country have cooperated with employers to establish safety schools and instruction classes for truck drivers. In every safety program the Teamsters have responded wholeheartedly.

As a result of this cooperation with employers, accidents in which the truck driver was at fault have been greatly reduced. They could be still further reduced.

But even if they were eliminated entirely, it would make scarcely a dent in the tremendous number of accidents.

The campaign to reduce truck accidents should be continued. But the emphasis should be placed on eliminating the drivers who smear the highways with blood. These are the drivers of private passenger cars.

As long as there is no continuous and rigid enforcement of traffic regulations, and no enactment of new regulations to cope with reckless and incompetent motorists, there can be no appreciable reduction in highway casualties.

The Southern Democratic-Black Republican majority in Congress would do well to take a lesson from Parliament and remember the recent defeat of their contemporaries in the British elections.—*St. Louis Labor Tribune.*

Employer Runs Down Union Pickets

Louisville Teamster Seriously Hurt Under Wheels of Car

Two Teamster pickets belonging to Local No. 783 of Louisville, Kentucky, were run down and painfully injured by an employer on March 19.

The injured men are:

Raymond Basham, a driver for the Ewing-Von Allmen Dairy doing picket duty in the strike against the Fenley Model Dairy.

Archie K. Dorr, day ice box man at the Fenley Dairy, on strike against that company.

The employer who ran down the men was R. B. Fenley, vice-president and general manager of the dairy.

Basham was carried 70 feet on the hood of Fenley's car, which was gathering speed all the time. He finally fell off and both the front and rear wheels of the car passed over his body.

Fenley sped on without stopping.

Dorr was struck but knocked clear of the car. He escaped with bruises and abrasions but Basham was hospitalized. He was placed under an oxygen tent in the hospital and for a time he was not expected to live.

Basham and Dorr were not on the picket line at the time they were hit. Basham had just visited the rest room of a service station around the corner from the Fenley Dairy, while Dorr was on his way there.

Fenley's car had been parked at the service station. As the two pickets approached each other from opposite directions, Fenley backed out of the station, his car headed toward the pickets.

Then, according to witnesses, he threw his car into gear, stepped on the gas, and roared down the wrong side of the street toward Dorr and Basham.

"Look out," cried another picket on the sidewalk. But it was too late. Fenley's car was almost on top of the two pickets. It struck Basham a paralyzing blow on his right side. He grasped at the car to avoid being thrown underneath it.

"I was able to hang on for a while," he

said. "But my side was weak. I felt myself slipping and tried to throw myself clear. I couldn't make it. I fell underneath.

"The wheels went over my leg and chest. I felt like everything inside of me was crushed. When I tried to breathe, I made a loud sucking noise.

"I heard the ambulance siren and when they started to lift me in, I thought they were wasting their time.

"'It's no use,' I told them. 'I'm through'."

Basham told his story from his hospital cot several days later, where he was interviewed and photographed by THE INTERNATIONAL TEAMSTER.

After running down the two men, Fenley drove to police headquarters and reported, explaining that he was "scattering the pickets," according to the press, and that "one got in my way."

He was charged with assault and battery with an automobile, reckless driving and failing to stop and render aid.

He was released on \$1,000 bond.

The next morning at 7:30, following a quaint Kentucky custom, police appeared at the home of Dorr, routed the injured man from bed and took him to jail on a warrant charging him with "banding together to commit a felony."

After being held for two hours, Dorr was released on \$500 bail supplied by Local No. 783.

Thus in Kentucky a man who gets hit by an automobile speeding down the wrong side of the street is half as guilty as the man who ran him down while admittedly attempting to "scatter" him.

The law under which Dorr was arrested does not apply to labor and according to Dorr's attorney, Edwin Willis, no picket has ever been convicted under it.

However, he said, it is widely used during strikes to harass pickets and keep the union busy getting them out of jail.

It is beyond understanding how a man

(Continued on Page 18)

Louisville Dairy Workers Strike



AT LEFT—Sec. Pat Ansboury of Local No. 89, who aided the strikers. He is standing between Bus. Agts. Howard Gregory and Gilbert Ryan.

BELOW—Officers of Local 783 directing strike. From left, Trustee A. L. White, Sec. James A. Jackson, Acting Pres. Harry B. Schweitzer, Rec. Sec. Marvin Catlett, Trustee George Jackson. Trustee W. B. Stigall was absent.



BELOW—This shows pickets on duty at the Fenley dairy, some of whom witnessed the injury of two pickets by R. B. Fenley, general manager, who ran them down with his car. See story on Page 15.



Employer Runs Down Pickets!

RIGHT—Raymond Basham, picket, run over by car of R. B. Fenley during strike against Fenley dairy on March 19. Basham is pictured as he lay in the hospital.

BELOW—This shows the exact spot where Basham and another picket were run down by Fenley, driving down the wrong side of the street. Picket in background is standing where Fenley's car started. Two pickets are standing where car struck Basham, carrying him 70 feet to place where picket is standing in the foreground. When Basham, who had been clinging to the hood of the car, fell off, both front and rear wheels of the car passed over him.



LEFT—Archie K. Dorr, the second picket hit by Fenley. Dorr was knocked clear and escaped with bruises and abrasions. He was crossing the street toward the service station while Basham was crossing the street in the opposite direction. They were within a few feet of each other when Fenley's car sped at them. Fenley went on without stopping after running over Basham. He was later arrested and released on \$1,000 bail. Dorr was also arrested and released on bail of \$500. Dorr was charged with "banding together to commit a felony." In Louisville it seems to be a crime to be injured by an auto. See story on Page 15.

(Continued from Page 15)

crossing the street by himself to visit a toilet could be charged with "banding together to commit a felony." Obviously he was not guilty of such a crime in the eyes of Louisville police until after he had been struck by Fenley's automobile.

With the victim under arrest, perhaps the police reason that it would lessen Fenley's guilt by making it appear that Dorr was engaged in the commission of a crime at the time he was hit.

None of those on the picket line were arrested. Basham was too seriously injured to be molested, even by southern police.

The charges against Fenley and Dorr had not come up in court at the time this issue went to press. The outcome will be reported in the June issue.

The strike against Fenley's dairy was called on March 4 after more than a year of efforts by Local No. 783 to induce Fenley to accept the conditions granted by 90 per cent of the dairy industry in Louisville.

During this period Secretary James A. Jackson of Local No. 783 declared that Fenley has resorted to all types of anti-union activity, even to the extent of submitting a false petition to the National Labor Relations Board in November, 1945, allegedly representing that his employees did not want to join the union.

In response to that, Jackson called a meeting of the Fenley employees and a majority of them signed a statement refuting Fenley's petition.

The War Labor Board, on October 16, 1945, issued an order directing Fenley to sign the same contract in effect with other Louisville dairies.

Fenley, through his attorney, informed Jackson that he had no intention of complying with the order. He refused to arbitrate and claimed it was financially impossible for him to pay the union scale.

Jackson said he would accept this excuse if Fenley would let union auditors check his books. Fenley refused. He insisted, however, that he was making only one per cent profit.

"All right," said Jackson, "we'll withdraw

our contract demands if you will pay us all that you make over one per cent."

Cornered again, Fenley refused to consider it.

After the strike was called, Fenley suddenly discovered that he could pay higher wages. He contacted George W. Combs, shipping receiver at the dairy, and offered him \$100 a week if he would return to work. Combs had been making \$22 a week. He rejected the offer and remained on strike.

The bulk of Fenley's business at the time of the strike came from the A. & P. stores in Louisville. For ten days after the strike was called, Fenley contrived to deliver his milk to the A. & P.

On March 14 International Organizer Norman C. Murrin arrived in Louisville and with Secretary Pat Ansboury of Local No. 89, visited the local officials of the A. & P.

They served notice on the chain stores that unless they cancelled their business with Fenley, the Teamsters would not deliver to the A. & P.

It was a persuasive argument and on March 24, after several conferences with Jackson, the A. & P. notified Fenley that it would take no more milk from him until the strike was settled.

Aside from paying his retail drivers \$45 less a week than the union dairies and paying his wholesale drivers 2½ per cent less, Fenley has other ways of profiting from the labor of his employees.

Jackson reported that Fenley owns 16 apartment houses in the neighborhood of his dairy and "encourages" his employees to live in them.

Throughout the strike of Local No. 783, the dairy workers have received consistent support from Local No. 89, composed of general drivers.

Ansboury assigned two of his best business agents, Gilbert Ryan and Howard Gregory, to duty on the picket line during the first two weeks of the strike and has applied the economic pressure of his union to the dairy so effectively that its business has been reduced to a trickle.

Jackson said he has received excellent

cooperation from the Fenley customers who have been visited by the striking drivers and informed of the facts of the dispute. Most of them cancelled their business with the Fenley dairy.

Fenley has made several unsuccessful efforts to regain his customers, according to Jackson, by sending men to them with the story that the strike has been settled satisfactorily to the union but that their old driver has gone to work elsewhere.

"We have informed the customers that when the strike is settled, we will notify

them," Jackson said. He declared that Basham has recovered sufficiently to return to his home but that it will be several weeks before he is able to work again because of injuries to his chest, ribs, hip and pelvis.

All of Basham's medical expenses were paid by Local No. 783 and during all the time he is incapacitated he will receive \$20 a week from the local.

"We are going to win this strike, no matter how long it takes or how much it costs," Jackson announced.

Certainly It's False! Look Who Printed It!

A RECENT issue of *The Labor Union*, a periodical published in Dayton, Ohio, with the plaudits of reactionary Republican politicians, says:

"Louis Budenz, who worked closely with Dan Tobin and Lester Hunt, publisher of the Teamsters' journal, in the last presidential election, had his say before the House Un-American Affairs Committee."

It then quotes Budenz as calling himself a liar.

Budenz is the former Communist editor who recently "got religion" and, incidentally, a lot of publicity. How reliable the testimony of Budenz may be on any subject is indicated by the fact that he is now engaged in denying everything he had previously said regarding Communism. He's against it now. In fact, he has gone to the opposite extreme, as extremists usually do, and shudders every time he sees a red necktie.

At the moment, he sees eye to eye with the National Association of Manufacturers and *The Labor Union*. Tomorrow, or day after tomorrow, he may be a Communist again.

The mental gymnastics of Budenz are of no interest to this publication. We mention him only because *The Labor Union* "newspaper" has apparently adopted him and uses him in a weak attempt to discredit President Roosevelt and the Teamsters' Union.

The statement in *The Labor Union* is false, which is not particularly surprising. President Tobin did not work "closely" or at all with Budenz during the last campaign. Neither did any other official or editor of the International Brotherhood of Teamsters.

Maybe Budenz was for Roosevelt at that time. If so, he is entitled to more credit than *The Labor Union*. That "newspaper" was against Roosevelt. It was also against most of his liberal policies to benefit the common people. In fact, *The Labor Union* was repudiated by AFL President William Green for its malicious campaign against adequate medical care for people too poor to pay for it themselves.

The Labor Union has profited handsomely by its espousal of reactionary principles. It and its promoters were well paid by Gov. John Bricker of Ohio for their efforts in behalf of him and his big business supporters during his campaigns for the governorship of Ohio.

It will probably support Bricker for senator or president or for whatever office Bricker can raise a campaign fund.

The Labor Union is not the voice of labor in Ohio or anywhere else. It is a commercial enterprise, supporting other commercial enterprises.

Naturally it would not be in sympathy with the Teamsters. We are a labor union.

Without the right to strike, labor unions would be as useless as a debating society, with nothing to do but pray for a fair arbitrator.—*The Bridgemen's Magazine*.

Illinois Court Upholds Joliet Local Denies Injunction to Service Station Operators

JOLIET, ILLINOIS, Local No. 179 was recently victorious in an injunction action commenced by two independent gasoline station owners and operators who refused to join the union. Practically all the service station owners in the city of Joliet had joined the union and put into effect union hours, wages and working conditions.

The union had requested its drivers not to make deliveries to the two stations that refused to join and no deliveries were made thereafter. The two filling station owners called this an unlawful secondary boycott of their business, and claimed that such action interfered with their constitutional rights to engage in business and amounted to putting them out of business.

The court denied the injunction and it refused to award damages to the filling station owners. The court held that union employees were permitted to peacefully picket and to refuse to do business and refuse to make the deliveries to non-union stations as long as the refusal to transact business was for the purpose of improving the conditions of the union drivers and filling station workers.

The court further held that the law recognized that someone was hurt financially in such a labor dispute but that so long as the action is for the benefit of the union men withholding the patronage or services, courts may not by injunction or otherwise prevent all injuries to the parties involved.

The court said: "The claim of the working men is that failure of the employer, in a given business, to meet the conditions as to wages and employment fixed by the unions in such industry, enables such employer to sell his products cheaper, creates an unfair competition in that industry and results in loss to the working men of wages and em-

ployment, and that they have a right to present that side of the controversy in the only form of expression which they have."

The court concluded as follows: "In the late case of Hunt et al. vs. Crumbock et al., 65 S. Ct. 1545, the United States Supreme Court held that refusal of the union to permit Hunt to carry freight for various contractors, namely the A. & P., was not unlawful. That this was a labor dispute and that laborers have a right to sell their labor or not as they please.

"A refusal to accept employment is not a violation of the anti-trust laws or the National Labor Relations Act. This late supreme court decision definitely settles the point that a laborer may or may not work for another at his pleasure and a labor union may instruct its members not to deal with another if the purpose is to promote the object for which the union is formed, unaccompanied, of course, by violence."

The above decision of Judge C. D. Henry of the Will County (Illinois) Circuit Court in the case of Leo John Dinoffria and John Clementi is reported here because the International office is receiving repeated inquiries concerning the right to refuse to deliver to establishments with whom members of the International are engaged in a labor dispute.

Employers are again resorting to the courts, particularly in country communities where judges either are not well versed in the latest supreme court decisions or refuse to abide by the mandate of the United States Supreme Court. Our local unions are resisting such illegal injunctions and are appealing the same to higher courts but there should be no need to spend the local's time and money in establishing the right to exercise a constitutional guarantee.

The nation's debt to those who fought and won the war can only be redeemed by making good our sacred pledge that the last war shall be the last world war and according to the living the fullest opportunity for a decent living.

—Baltimore Federationist.

Convention Outlook is Unfavorable

Limited Hotel Space Makes 1946 Conclave Unlikely

BY DANIEL J. TOBIN

YOUR national officials are doing everything in their power to try to make arrangements for our convention in September.

At this writing, we are afraid it will be impossible for us to get hotel accommodations. We have absolutely failed in Los Angeles because the hotels are overcrowded and the hotel people say it is utterly impossible to accommodate us.

This convention, by order of a previous convention, was to be held in the city of Los Angeles. Our Los Angeles unions were fully prepared to entertain us and had many other arrangements made. Our membership in Los Angeles has almost doubled since our last convention. We have now close to 50,000 members in Los Angeles.

Travelling is very difficult, as everyone knows who endeavors to get accommodations on the railroads, but the railroad people informed me that they believe the situation will be much improved by next September insofar as travelling accommodations are concerned. There is, however, no absolute guarantee on transportation from the railroads. They only say that there is a chance that things will be fairly well straightened out.

But it is entirely a different thing with the hotels. You can hardly get a room in a hotel in New York or in Chicago or in any other city or town throughout the nation at this particular time.

We will have not less than 2,200 delegates at our convention and perhaps five or six hundred visitors. Many men now take their wives along with them to the conventions. This would make a total of between 2,800 and 3,000 who would have to be taken care of with hotel rooms and with food.

As all of our people know, the food situation is also very bad in the hotels.

I have contacted Atlantic City through

the Chamber of Commerce, and they tell me that they cannot take care of our convention either in August, September or October of this year.

We tried Chicago. The Stevens Hotel could accommodate us, but they are all booked up and have been for many, many months.

The Stevens Hotel could not take care of the American Federation of Labor convention which meets in October, and that convention has only about 600 delegates, but I am informed by Secretary-Treasurer George Meany that they are making arrangements to have their headquarters in the Morrison Hotel, and the delegates, many of them, will scatter around and endeavor to find rooms as best they can.

It is going to be very unpleasant and very difficult to hold the convention this year.

Your general president advises you that we need a convention very badly. Because of the changes in the laws of the land and because of other conditions which have arisen within the last three or four years, it will be necessary for us, for our own protection and the protection of our unions, to substantially amend our constitution.

That is why we are doing everything we can to hold the convention. As it looks now, we have very little hope of being able to make arrangements until next year; and, of course, our people on the western coast desire the convention very badly, and they say to us that they will guarantee to take care of our convention next year. But we need to change the laws of our union now, and we cannot change the laws except by a two-thirds majority vote of the convention.

Also, the next convention must reduce the representation of local unions to conventions because even though we reduced the representation in our last convention, our organization has grown so much that repre-

sentation must be further reduced or else we will not be able to hold conventions in the years to come due to the enormous number of delegates who are entitled to attend.

This, of course, will not deprive a local union of its voting strength, but there may have to be some form of proxy voting established in order to give the full voting strength to which each union is entitled.

But, we repeat, the number of delegates should be reduced so that no local union would have more than a certain number.

The International executive board will meet in the middle of June, and we will know then definitely whether or not there is any hope of our being able to hold our convention which we need so badly. But, we repeat, the situation seems now impossible.

Philadelphia Progress Due to Crumbock

WE SELDOM go into detail in calling to the attention of our membership what is going on in any particular district of the country. As a matter of fact, aggressive, intensive organizing and building up of our organization is taking place in nearly all sections.

Some districts, however, are much more advanced in organizing than other districts. Up in the New England states there are plenty of unorganized drivers and helpers as well as warehousemen that need organization very badly. They are mostly in the small towns of about 5,000 population from Brunswick, Me., to Provincetown, Mass.

There is one particular district, however, that merits the attention of our membership because of the wonderful organizing that has been carried on there in recent years. We refer to the city of Philadelphia and the surrounding neighborhood.

Even down as far as Wilmington, Delaware, the Philadelphia Joint Council has organized everything almost 100 per cent that comes under our jurisdiction, with the exception of a very few warehouses.

We well remember that for many years we had practically no organization in Philadelphia. Now we have 50,000 members affiliated with Joint Council No. 53 of Philadelphia.

Vice-President Edward Crumbock has been mainly instrumental in bringing about this condition. He is loyally supported by all the other local union officers. When Brother Crumbock took over the truck drivers, Local No. 107 was in a turmoil almost impossible to describe. The members had been betrayed by one of their previous officers.

Brother Crumbock does not make a great deal of noise, but he keeps on silently, surely, consistently and continuously building up the organizations that need advice and assistance.

Under his leadership, also, the membership has substantially advanced their wages and bettered their conditions. He doesn't advertise his accomplishments, nor does he have recourse to tying up business or pulling the men out on strike.

The constructive work done under his leadership by the joint council and the affiliated locals is marvelous, and in addition to keeping the men working and getting their wages advanced, he has helped honest business, and he has the respect and confidence of his own membership and of all other labor men in Philadelphia, and there are nothing but words of approval from the employers towards Vice-President Edward P. Crumbock.

They ought to label the propaganda of the NAM as an appeal for poverty, for that is what it is. NAM spokesmen in Washington, opposing the full-employment bill, say industry has got to have a "float" of from 8 to 12 million unemployed. Otherwise industry cannot operate. And why does the NAM want all these millions of jobless men and women, living in poverty in this glorious free country of ours? As if we didn't know!—*The Chicago Union Leader.*

Mississippi Repeals Obsolete Laws

Raises Truck Weight Limit from 30,000 to 45,000 Pounds

FOLLOWING the trend of expanding and expediting the flow of motor freight, Mississippi has moved from its position as the most backward truck transportation state by repealing its obsolete highway laws.

The legislature passed unanimously measures recommended by Gov. Thomas L. Bailey raising the load limit for trucks to 45,000 pounds and increasing to 45 feet the permissible length of tractor semi-trailers.

Previously the load limit had been 30,000 pounds and the length limit 40 feet.

Kentucky had been at the bottom of the list of states with the most repressive motor vehicle laws until the last legislature, over bitter railroad opposition, raised the load limit to 42,000 pounds and the length of tractor semi-trailers to 45 feet.

Before this, Kentucky's maximum weight was 18,000 pounds and the maximum length was 26½ feet. When it adopted its new law, it left Mississippi at the bottom of the list, but only for a short time.

Mississippi has now resumed its place ahead of Kentucky by a margin of 3,000 pounds on maximum weight.

During the war, Mississippi operated under the temporary emergency regulations of the federal government, permitting loads up to 40,000 pounds. Like many other states with obsolete laws, it discovered the advantages of the more liberal laws and decided to retain those advantages.

The Mississippi legislature passed another law authorizing the governor, the attorney general and the state comptroller to enter into agreements with other states by which the trucks of such states can operate in Mississippi without Mississippi licenses, and vice versa.

Since the law was passed, Mississippi has negotiated agreements with Tennessee and Alabama.

As was the case in Kentucky, the Teamster unions of the South threw their full

support to the campaign to modernize truck legislation in all states. Their efforts have been remarkably successful.

While the increased load and length limits may temporarily reduce employment of truck drivers, they will increase employment in the long run because of the additional flow of motor freight under the liberalized laws.

In Kentucky, Local No. 89 of Louisville contributed \$2,500 to the campaign to increase the truck limits. After the legislature acted favorably, the Louisville operators attempted to penalize the drivers by reducing their hours of work, thereby provoking a strike which tied up operations in Louisville.

While this is a reflection on the good faith of the Louisville employers, it is not a reflection on the judgment of the Louisville Teamsters. It was good sense and good business for Local No. 89 to contribute to the campaign to improve the industry.

They will benefit from it in the long run, in spite of the short-sighted and ungrateful attitude of the Louisville employers.

Because of the action of the Louisville employers, some locals may hesitate to cooperate in future campaigns to remove legislative obstacles to the development of the motor freight industry.

They should not let this incident prejudice them.

The Teamsters' Union still stands for progress. It is only through progress that wages and employment are increased. Any laws that help the industry to extend its operations and increase its service to the thousands of communities that rely on it, helps the drivers and other employees.

The Teamsters of Kentucky and all other states should continue their active participation in all movements to standardize state highway laws so that commerce may flow swiftly in increasing volume from coast to coast.

Unions Won't Sanction Milk Raise

Eastern and Mid-West Locals Reject Dairy Proposal

BY IRVIN S. LIPPE

Editor, The Ohio Teamster

TWO HUNDRED representatives of milk driver and dairy employee locals met in Kansas City last month as delegates to the Mid-States, East Coast Dairy Conference and refused to sanction employer proposals to increase the price of milk.

The increase proposed by the dairies is not contingent on the return of daily delivery. It is based on every-other-day delivery still in effect. After V-J Day when the Teamsters demanded the restoration of daily service, the dairies objected, saying that it would increase the cost of milk.

Now they want the increase anyway. They also want to retain every-other-day delivery, despite the fact that they opposed it bitterly as "bureaucracy" at the time the government ordered restricted deliveries as a wartime measure.

The conference adopted a resolution calling for the five-day work week with seven-day operation. This would increase employment as well as provide additional leisure for the employees.

The action was taken following the report of New York delegates on the operation of the five-day plan recently adopted there. This was fully reported in the December, 1945, issue of *THE INTERNATIONAL TEAMSTER*.

The Teamsters accepted the 40-hour-week plan in the New York-New Jersey metropolitan area on the showing that it would provide from 2,400 to 3,000 extra jobs, thereby absorbing the war veterans returning to their jobs without displacing other Teamsters.

Delegates from all unions at the Kansas City meeting declared their support of the International policy for the restoration of daily delivery service as soon as possible but many of them reported that local conditions made it impossible to effect this at

once. Others said it would be some time before the dairies could be induced to return to the program they once advertised so extensively—"fresh milk on your doorstep every morning."

St. Louis, St. Paul and Lima, Ohio, are back on prewar daily delivery while Milwaukee and Cincinnati delegates announced they would seek it in their next agreement.

Delegates from several sections of the country reported that the dairies were seeking the cooperation of the union in their demands for price relief. The conference felt that although price relief might be justified in some instances, it was a problem of management, not of labor, and that the wisest and soundest policy for the union was "hands-off" so far as price was concerned.

Many also expressed the belief that higher prices for dairy products would constitute an engraved invitation to the scab milk peddler and dealer to expand his operations and thus undermine employment stability in the industry brought about through years of collective bargaining. It may also encourage the use of canned products which cannot be compared to fresh.

Some of the larger dairy concerns were reported attempting to cut wages and conditions by putting on "order takers," thus depriving route deliverymen of commissions. The unions indicated that they would resist such inroads with all their economic strength. They will not sit by and see the wages of their members reduced while living costs soar ever higher.

At its last meeting, the International executive board advised dairy locals that such solicitors or salesmen were within the jurisdiction of the union and must become members. In this way the earnings of all members will be protected.

The delegates reported that returned servicemen are fitting back into their old jobs and are even better union men than before. They are grateful to the union for maintaining high wages and good working conditions for them to return to. Veterans are taking an active part in the affairs of their union with the approval and encouragement of the locals and International.

No veteran had been deprived of his old job, the delegates said.

Although the International Union has taken the position that there should be every-day delivery of milk in order to provide more jobs for returning soldiers, little progress was reported in this direction.

The union men reported that the national dairy chains were discouraging a return to daily delivery at every turn. They also said that some members were opposing daily delivery, feeling that it would mean a cut in pay and longer working hours.

The majority of delegates felt that competition and business conditions would eventually force daily delivery of milk again.

A Detroit business representative urged that a dairy committee be established within the International Union to study, coordinate and standardize the activities and contracts of milk unions on a national basis. His recommendation included setting up a milk division of the International, staffed by experienced, capable union officers.

He said that this was the only way the

union would be able to meet the employers on an equal basis, what with the three big national chains controlling the entire industry.

Although this proposal seemed to have general approval, the conference took no action on it. The International cannot, under its laws, divide into separate divisions.

Frank Tobin, of the International statistical office in Washington, addressed the conference, outlining the government's new stabilization policy as it affects dairy unions.

He also announced the International is urging that a new trucking arbitration board (to include dairy delivery) be set up within the U. S. Department of Labor.

This move was suggested by the International and a local cartage employers' association and is viewed favorably by Labor Secretary Schwollenbach. The new board would be completely separate from present stabilization machinery and the only way a case can come before it is through a voluntary agreement.

The conference officers, all of whom were re-elected, include: R. O. Jackson, Local No. 207, Kansas City, chairman; Gene Larsen, Local No. 471, Minneapolis, vice-chairman; Frank Gillespie, Local No. 754, Chicago, secretary, and Tom Haggerty, Local No. 753, Chicago, treasurer.

The next meeting was scheduled for Minneapolis in July.

The Profiteers Are Licking Their Chops

"Lobbyists and profiteers are licking their chops in anticipation of inflation profits if Congress permits price and rent control to expire," Economic Stabilization Director Chester A. Bowles warned at the opening of price control hearings.

Keep this in mind when you read those full-page ads of the National Association of Manufacturers now appearing in 450 daily newspapers with their smooth arguments that "you owe it to yourself and to your country's welfare" to tell your congressman

to remove price control—"for a better tomorrow for everybody." The NAM's own record makes its interest in "a better tomorrow for everybody" slightly ridiculous. For 50 years NAM fought all efforts to obtain shorter working hours, called the 8-hour-day law "vicious, needless, preposterous," opposed all child labor bills, all government-financed unemployment insurance, used every effort to prevent passages of minimum wage laws and the social security act.

—*The Union Times, New Haven, Conn.*

Boston Union Wins in Arbitration

Truck Drivers Thank International for Statistical Help

BY DANIEL J. TOBIN

LOCAL No. 25, truck drivers of Boston and vicinity, just received a very fine, substantial increase in wages by a decision rendered by a majority of the arbitration board, which the union and the employers agreed to abide by before the board was given the case.

At a meeting held recently, the local union unanimously accepted the decision. This, of course, was only a matter of form because both sides agreed in advance to accept the decision.

Personally, I think they are entitled to all they received in the award, but we desire to say to that splendid membership in Local No. 25 that if it had not been for the machinery set up by the International Union to provide statistical information from our research department, I don't know just where the local would have finished. Many locals are helpless in presenting wage contracts without the International.

We are not expecting any praise or flattery for the service we have rendered because that service was our duty, but we do appreciate the fact that the union in its recent meeting gave unstintingly a vote of confidence and appreciation to the International and its representatives who were so helpful in this controversy.

About the time that this wage contract was under discussion, I was talking to Gov. Maurice Tobin of Massachusetts and he was much disturbed because of the wave of strikes that was going on all over the country, and especially was he somewhat disturbed about a Teamster strike. I tried to

assure him that if it was possible for us to bring about a settlement, we would do so.

I think everybody now is satisfied that the union did the right thing in following the advice and counsel of the International to keep their men working and then reap the splendid reward of a splendid settlement they received in wages and working conditions.

Of course, the employer member of the board voted against the government man and our International representative, but two out of three is a decision, and we are now both pleased and happy that there was no stoppage of work in Boston by the membership of this large truck drivers' union.

We do hope that other unions will follow this example. Keep working as long as you can, and nearly every question can be settled if men on both sides of the table will try to understand each other. There is no profit in strikes. What men gain for two or three years can be lost in one month or two by a strike.

I again repeat, and I must keep on advising and requesting our membership and our officers, that only men who can settle controversies are useful to either the locals or to the International.

Now I fully understand that there are some questions that cannot be settled and that there must be a stoppage of work, but 99 per cent of all wage controversies can be settled by men who are willing to do that which is right and reasonable, particularly if you keep before your eyes the position of the other fellow.

Pvt. Thelma Morris is 513th Teamster Killed

Pvt. Thelma Morris of Local No. 609, Pittsburgh, was killed in action on November 17, 1944, according to a report just received from Secretary Theodore Johnson of his local union.

Pvt. Morris was killed by small arms fire

in northern Italy, about a month after he sailed for overseas duty with the 371st Infantry of the 92d Division. The death of Pvt. Morris brings to 513 the number of Teamsters whose military deaths have been reported to International headquarters.

Auto Dealers Defraud Salesmen

Convention Votes to Protect Racketeers in Business

AUTOMOBILE dealers who have been chiseling on their salesmen's commissions are worried over reports that their salesmen may join the Teamsters' Union, according to *Automobile Topics*, a motor trade publication.

The magazine reported that at a recent convention of automotive trade association managers in Chicago there was "grave fear" that the salesmen might organize.

To prevent organization, the dealers are considering generously raising the income of salesmen with a guaranteed salary in addition to commissions.

They are also considering taking out strike insurance and the magazine suggests that the insurance be taken out quickly because "after the first little trouble" with the union the insurance companies would refuse to issue the strike policy.

The report of the situation in *Automobile Topics* follows:

"Grave fear was entertained that the Teamsters' Union may in a few weeks begin to organize the car salesmen into a union. Teamsters might refuse to haul cars for those dealers whose salesmen were not unionized.

"The few dealers who in the past have chiseled on salesmen's payment were felt to offer a ripe target for quick organization along union lines, which might lead to organization even among firms whose treatment of their salesmen in the past has been most satisfactory.

"Some managers who had made a study of the situation voiced the opinion that it may be necessary to pay salesmen both a salary and a commission either to avoid union trouble or to meet union demands.

"About the only positive thing that the discussion brought out was that strike insurance should certainly be taken out and taken out quickly, because after the first little trouble with the union, it will be impossible to take that form of insurance out."

This shows that the employers are up to their old tricks. They give wage raises when

their dissatisfied employees are turning to union organization to protect their rights and adjust their grievances.

And assuredly an employee has a grievance when his employer steals part of the money he has earned. The only way he can correct such a grievance is through a strong union.

Many automobile salesmen have joined the Teamsters' Union in the past. They have been members for years. According to *Automobile Topics*, many more are planning to join.

Salesmen who have joined the Teamsters' Union have found protection and increased earnings. They have found security. They get their full commissions. The dealer doesn't chisel them any more. They receive a guaranteed salary and get commissions on "house deals."

Union organization is necessary in a business with the ethics of the automobile dealers. Their own publication admitted this in the foregoing quotation.

It admitted it again when it reported the rebuff given Kenneth Barnard of Chicago, committee chairman of the National Association of Better Business Bureaus.

Better Business Bureaus are organized to wipe out rackets in all types of business, protecting both the ethical business man and the consumer.

Mr. Barnard told the automotive trade association managers of abuses practiced in the sale of cars and recommended they endorse a plan prepared by the Better Business Bureaus.

Did the automobile men accept the challenge to drive crooks out of the business? Did the business "police itself," as it is constantly demanding that labor do?

Here's what it did, in the words of *Automobile Topics*:

"Few members present wanted to take a definite stand on this rather hot

subject so, after considerable heated discussion, the members voted not to indorse the plan."

In plain English, they rejected the effort of the Better Business Bureaus to clean up the business and voted to protect the racketeers.

The magazine did not explain what "abuses" Mr. Barnard asked them to correct.

But one of them was revealed recently in the daily press. It exposed how members of the Automobile Dealers' Association of Indianapolis were defrauding customers who bought new cars.

The dealers refused to sell a new car to a customer unless he had an old one to trade in. To get a new car the customer was forced to buy an old one from the dealer.

He bought the old car at a high price and sold it back to the dealer at a low price, losing several hundred dollars on the deal. The dealer then sold him a new car at the top price the OPA would permit.

The principal victims of this racket are

returned service men, as most of them disposed of their cars before they went to war.

It was reported that one dealer sold a used car five times without ever moving it out of his lot.

When the matter was reported to the executive official of the Automobile Dealers' Association, he did exactly what the trades managers did in their convention—nothing.

He even defended the racketeering dealers, claiming the OPA had "driven them to it."

"Why should we report a legitimate dealer who has all kinds of black market chiselers operating on all sides of him, taking his business away," demanded Herman Schaefer, executive secretary of the association, as reported in the daily press.

It is significant to note that Schaefer referred to the dealers robbing their customers as "legitimate." With such ethics it is not surprising that they rob their salesmen, too.

Nor is it surprising the salesmen want union protection. The dealers better take out that strike insurance pretty quickly.

Germans Slaughter Czech Clergymen

While American propagandists are pointing hysterical fingers at "godless Russia," the Czechoslovak National Council has exposed a picture of godless Germany.

A bulletin issued by the Czechoslovak organization quotes figures to show the extent of religious persecution in the little country during German occupation. It shows that all religions suffered from the brutality of the invaders.

In the Czech provinces of Bohemia and Moravia-Silesia, the Germans imprisoned

354 clergymen, of whom 81 were executed or died of concentration camp tortures.

Two theological seminaries were seized and the students sent to concentration camps.

The faiths suffering from German persecution were the Catholics with 56 priests liquidated, the Czechoslovak church with five ministerial deaths, the Evangelical church with four, the Brethren with six, the Eastern Orthodox with nine, and the Unitarian church with one.

NAM Introduces Its Little Brother

Masquerading as a federation of small business men, a new anti-labor organization is chiming in with the National Association of Manufacturers' campaign to ruin OPA and saddle the American people with the program of big business.

Known as the Conference of American Small Business Organizations, the outfit has large and prosperous-looking offices in

the Board of Trade Building in Chicago.

In a confidential letter to members, the conference admitted that any open attack on OPA would alert the people and probably force Congress to extend OPA with no amendments. It proposed instead gradual liquidation of OPA, many exemptions, removal of penalties and other weakening amendments.—*Federated Press*.

New Truck Seats Relieve Fatigue

Comfort is Finally Coming to Bouncing Truck Drivers

A NEW DAY has dawned for the truck driver. After years of bouncing and pounding on ordinary spring cushions, the truck driver now can roll the roads on a comfortable seat that absorbs the jolts, shocks and vibrations.

The riding problems of automobiles were solved a long time ago by placing springs and shock absorbers under the entire frame and car body. This cannot be done on trucks. Truck springs must be ruggedly strong to carry the payload. Truck springs are not aimed at the comfort of the driver as in a passenger car.

The answer for the truck driver ride now has been found by using the same idea as in an automobile. This is done by supporting the entire driver's seat on specially designed springs and controlling seat movement with a hydraulic shock absorber. It may take three or four years before most trucks have the new type of seat as standard equipment. But the seat is now available for trucks now on the road or those coming from the factories.

One seat of this type now being sold to fleet operators and dealers is called the Bostrom Level-Ride Seat, made in Milwaukee. Another seat of the suspension hydraulic type is called the Monroe E-Z Ride Seat, made in Monroe, Michigan.

Truck drivers have complained for years about kidney ailments, back complaints and fatigue because of the shocks and bouncing on ordinary spring cushions.

In an effort to meet these complaints, truck designers have tried all kinds of seats, even all-foam rubber, but none of these half-way measures helped. It was only when engineers designed a "passenger-car" spring suspension under the individual driver's seat that the answer was found.

Some old-fashioned employers still look upon good working conditions and comfort for the worker in his job as so much pampering. The progressive employer long ago

discovered that the contented worker under good working conditions has a lower accident rate, lower illness rate, less absence from the job, and produces more for himself and his company. In other words, a worker given the right circumstances lowers costs and leaves more for wages and profits.

Of all the jobs in industry, none demands more than driving a truck. The truck driver has to be intelligent to handle his cargo. He has to know tariffs, interstate commerce laws and traffic laws, sometimes in many states. He has to know the machine he operates and what to do when it breaks down. He has to be a smiling, courteous salesman promoting good will for the company's customers.

His brain must be good enough to do all these things, but he also must be physically strong to handle the truck and cargo, and be alert and keen at all times as he keeps his eyes glued on the road ahead, watching out for the safety of himself, his expensive cargo and machine, as well as the safety of other drivers on the road.

The truck driver has to be and do all these things while being beaten and worn out on spring cushions which were originally meant for the living room, and not with wheels under them in a truck cab. No worker in a factory has ever been asked to do so much and still operate a highly expensive machine on a seat that bounces and jolts him up and down all day long, week after week, and year after year.

The truck cab is the driver's other home. In his cab he spends one-half to three-fourths of the hours he is awake, more waking time than he spends at home with his family. The truck cab is the driver's factory. It is back of the wheel that he runs the machine that produces the nation's commercial transportation. The factory worker is given controlled temperatures, fluorescent lighting, music, rest periods, rest rooms and,

if his job requires it, comfortable posture seats. All this has been done by modern industry to increase output, lower absenteeism and lower costs. That such modern working conditions are valuable for the employer have been proven over and over again.

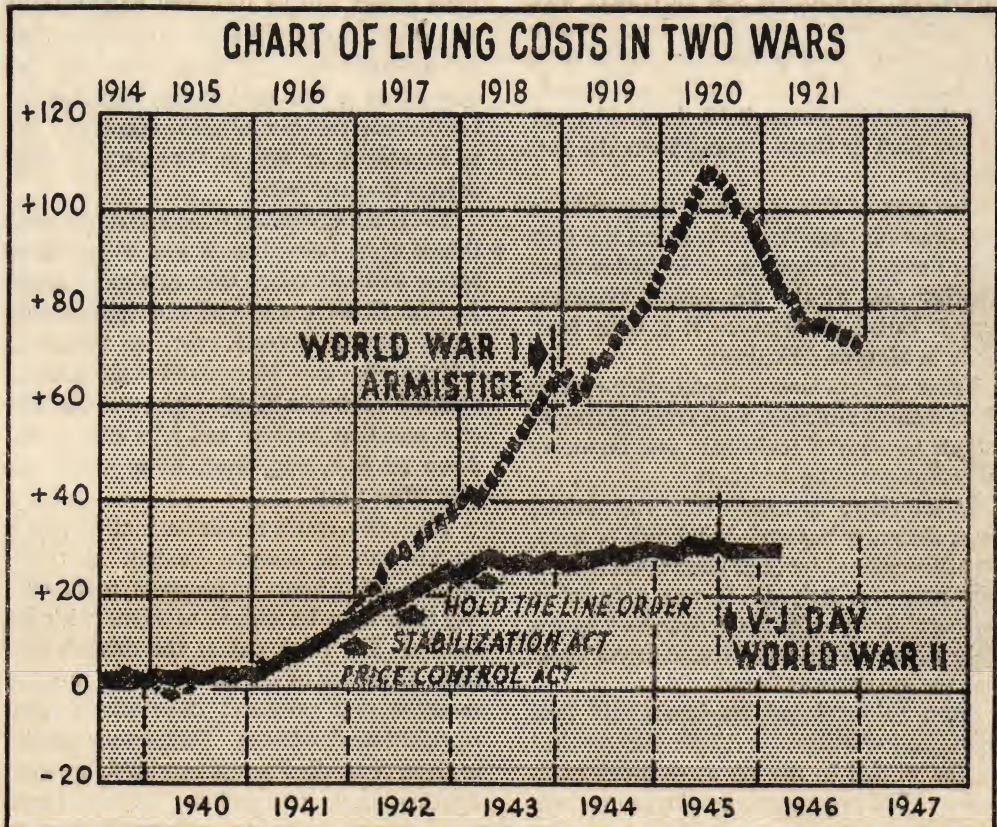
Many improvements are being made in postwar cab design, but the most important because the need was so great, will be the new type of suspension hydraulic seat. The effect on the driver and the value to the employer is direct. The new seat reduces fatigue. Everyone knows, of course, that the tired driver can't handle equipment and watch the road as carefully as the rested driver.

Another direct effect is on the driver's health. Many of the internal organs are hung loosely inside the human body. This is particularly true of the kidneys. The body wasn't designed to take the violent

jolts such as modern man gets in operating trucks, trains and farm tractors. The human body can take it for short periods just as it can take running and jumping for short periods. But when this is done for hours at a time, day after day, the body suffers.

The truck is a machine but it is a dead machine until a human being, the driver, gets behind the machine and starts up the motor. A truck is only as efficient as the combination of the machine and the man working together. Because the driver and the truck must be effective together, the fatigue and health of the driver becomes as important as lubricating oil in the engine.

Greater driving comfort means less fatigue. Less fatigue means better sustained speeds, fewer necessary rest stops. Less fatigue means better handling of cargo and equipment, more careful and safe driving. All this means lower costs for the employer and better health for the employee.



Columnist Lahey Commends Teamster Stand on Russia

Edwin A. Lahey, nationally syndicated newspaper columnist known for his sympathy toward labor and his liberal viewpoint, devoted most of a recent column to commending President Tobin for his attitude toward Russia.

Mr. Lahey quoted President Tobin and Dr. Robert M. Hutchins, chancellor of the University of Chicago, in criticism against those who complicate international relations by assailing Russia.

Mr. Lahey quoted at some length from an article in the April issue of *THE INTERNATIONAL TEAMSTER* entitled "Monopolies Want to Fight Russia."

The article accused the monopolies of fostering a holy war as a means of acquiring

control of Russia's tremendous national resources. "Old Dan Tobin, who never says anything he doesn't mean, has a piece in his salty magazine this month which repeats a previous charge that American monopolists were attempting to create a breach between Russia and the United States," Mr. Lahey wrote.

"It is hardly necessary to point out, by the way, that Old Dan can by no stretch of the imagination be called a Red sympathizer." He then reviewed the article in the April issue.

We appreciate the recognition given us by Mr. Lahey and we are encouraged to note that we are in agreement with such a distinguished educator as Dr. Hutchins.

Governor, Archbishop Honor Boston Teamsters

Gov. Maurice J. Tobin of Massachusetts and Archbishop Richard J. Cushing of Boston were distinguished guests of Joint Council No. 10 at its 43d. annual banquet in Boston.

Archbishop Cushing is very friendly to labor. He is a former member of the Street Carmen's Union and understands from experience the problems of working men.

Because of the fact that he worked as a union man in his early days, Archbishop Cushing is always welcome at labor gatherings. The banquet committee of Joint Council No. 10, consisting of Nathan Hurwitz, Abraham Pearlstein and Frank J. McMorrow, declared themselves honored by the presence of two such distinguished guests as the governor and the archbishop.



AT BOSTON BANQUET—Gov. Tobin, Business Agent John J. Del Monte of Local No. 379, International Organizer Raymond T. McCall, President Charles A. Burns of Joint Council No. 10, Acting International Secretary-Treasurer John F. English, Archbishop Cushing, Banquet Chairman Nate Hurwitz and International Organizer P. Harry Jennings.



Application for Membership

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

I, the undersigned, hereby apply for admission to membership in the above Union of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America and voluntarily choose and designate it as my representative for purposes of collective bargaining, hereby revoking any contrary designation. If admitted to membership, I agree to abide by the constitution of the International as well as the local constitution and by-laws which are not in conflict with the International laws.

Name _____ Occupation _____

Home Address _____ Phone _____

Business Address _____ Phone _____

Employer and Place Employed _____

Initiation Fee \$ _____ Paid to _____

Age _____ Health _____ Social Security No. _____

No. _____

DATE OF APPLICATION _____

Local Union No. _____

SIGNATURE OF APPLICANT _____

*This shows the new membership blanked, actual size, just adopted by the International
They came in books of 25 each and may be ordered from International
Headquarters in Indianapolis*



RECEIPT FOR INITIATION FEE

Date _____ 19____

Received of _____

\$ _____ Initiation Fee of Local No. _____

I. B. of T. C. W. & H. of A.

No. _____ Sec'y-Treas. _____

Upon presenting this receipt to the Secretary-Treasurer you will receive the Monthly Due Card and a copy of the Constitution. Also you will receive, free of charge, copy of the Teamsters' International monthly magazine each month, and printed matter which may be issued by your Local Union. Any information you need of meetings and membership requirements will be gladly furnished by the representatives of your Local Union upon request.

SEE THAT YOUR DUE CARD IS PROPERLY STAMPED

Southern Banker Heads G O P

THE Republican party went 'possum hunting in the South for its new national chairman and turned up with Brazilla Carroll Reece of Tennessee, an anti-labor, isolationist congressman who is the president of three banks.

He has a worse voting record than Senator Bilbo of Mississippi, Senator O'Daniel of Texas and Congressman Rankin of Mississippi, which indicates there is only one thing more reactionary than a southern Democrat—a southern Republican. That's what the Republicans picked.

Reece also has a worse voting record than Hamilton Fish of New York and Stephen A. Day of Illinois, the two notorious former congressmen who discredited themselves by their rabid isolationism before and during the war.

Reece is branded as the stooge of Senator Taft of Ohio, which seems logical because his record is more reactionary than Taft's—a big point in his favor from a Republican perspective.

It is with such a torch that the Republican party proposes to light the path of liberalism in this year's congressional elections. It is with such leadership that it proposes to defeat President Truman, the Missouri Democrat, in 1948. With whom? A Mississippi Republican?

The election of Reece is regarded as a maneuver by Taft to stop former Gov. Harold E. Stassen of Minnesota. Stassen wants the Republican presidential nomination in 1948. Taft doesn't want him to have it. Stassen is too liberal, Taft thinks.

So Reece was placed in command of the Republican party, presumably to organize other southern Republicans into a machine that will block Stassen at the 1948 convention.

Then, if it looks like *anybody* could beat the Democrats, Taft could take the nomination himself. If not, he could pass the ball to fumbling John Bricker. Then Bricker could run, not forward, but sideways or backward.

The election of Reece came at a time when the Republicans were making sweet noises toward labor. They were saying President Truman was too reactionary. They wanted labor to help them elect a Republican in 1948 and "restore constitutional government."

Whereupon they raised their shotgun, fired both barrels, and down tumbled Reece, not exactly a bull moose.

Reece voted for the Smith anti-labor bill in 1941, for the Smith-Connally act, for the Hobbs bill, for the Case bill, against the OPA (half a dozen times) and against such farm measures as incentive payments, soil conservation, crop insurance and rural electrification.

He opposed unemployment relief, federal loans to home owners, was against the soldier vote bill and was absent when the poll tax bill was voted on last year. A fine southern gentleman!

Labor can be grateful for one aspect of Reece's election as head of the Republican party.

It took him out of Congress!

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This is the standard union service sign officially approved for all branches of the Teamsters' Union. Order them from the general secretary-treasurer. The signs are of metal, 7 by 11 inches in size. They cost 25 cents each.